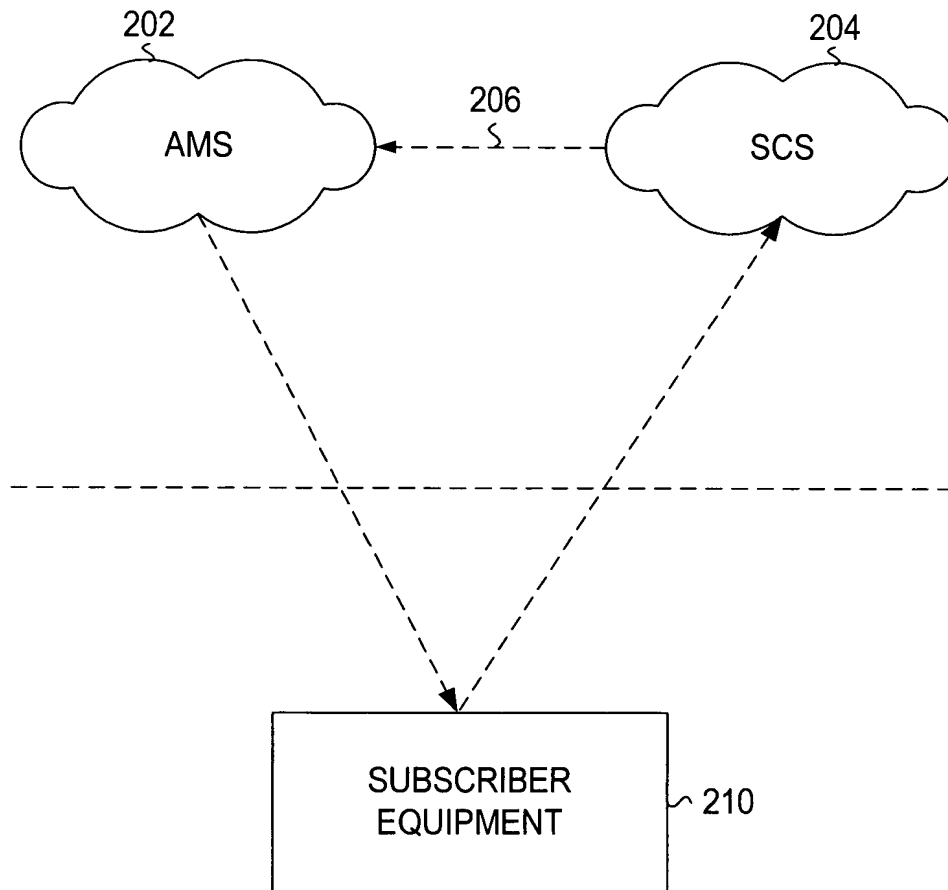


$Q_1$	$ARL_1$
$Q_2$	$\vdots$
$Q_3$	$ARL_n$
$Q_4$	$ARL_1$
$\vdots$	$\vdots$
$\vdots$	$\vdots$
$\vdots$	$\vdots$
$Q_m$	$ARL_n$

**FIG. 1**

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**FIG. 2**

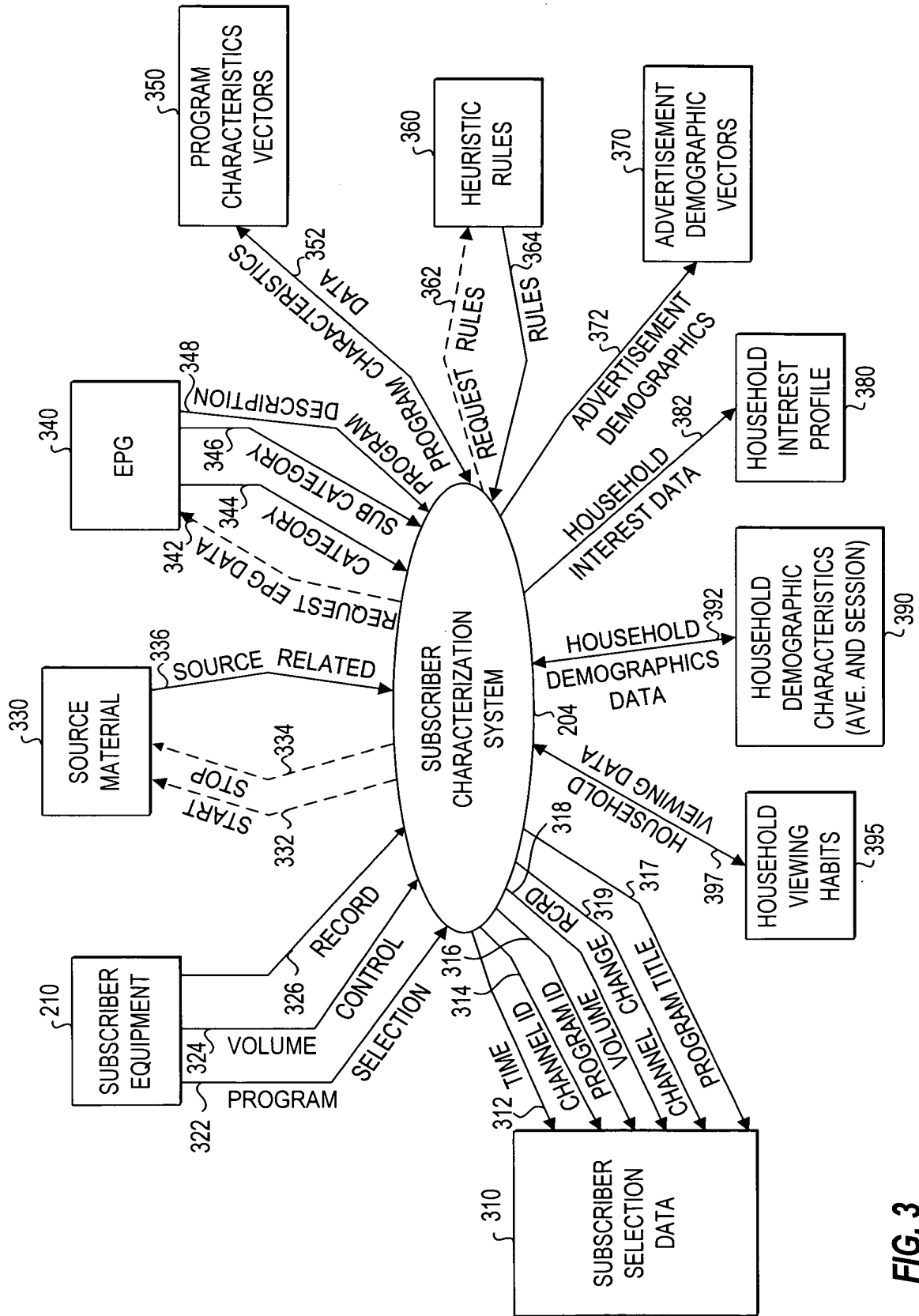
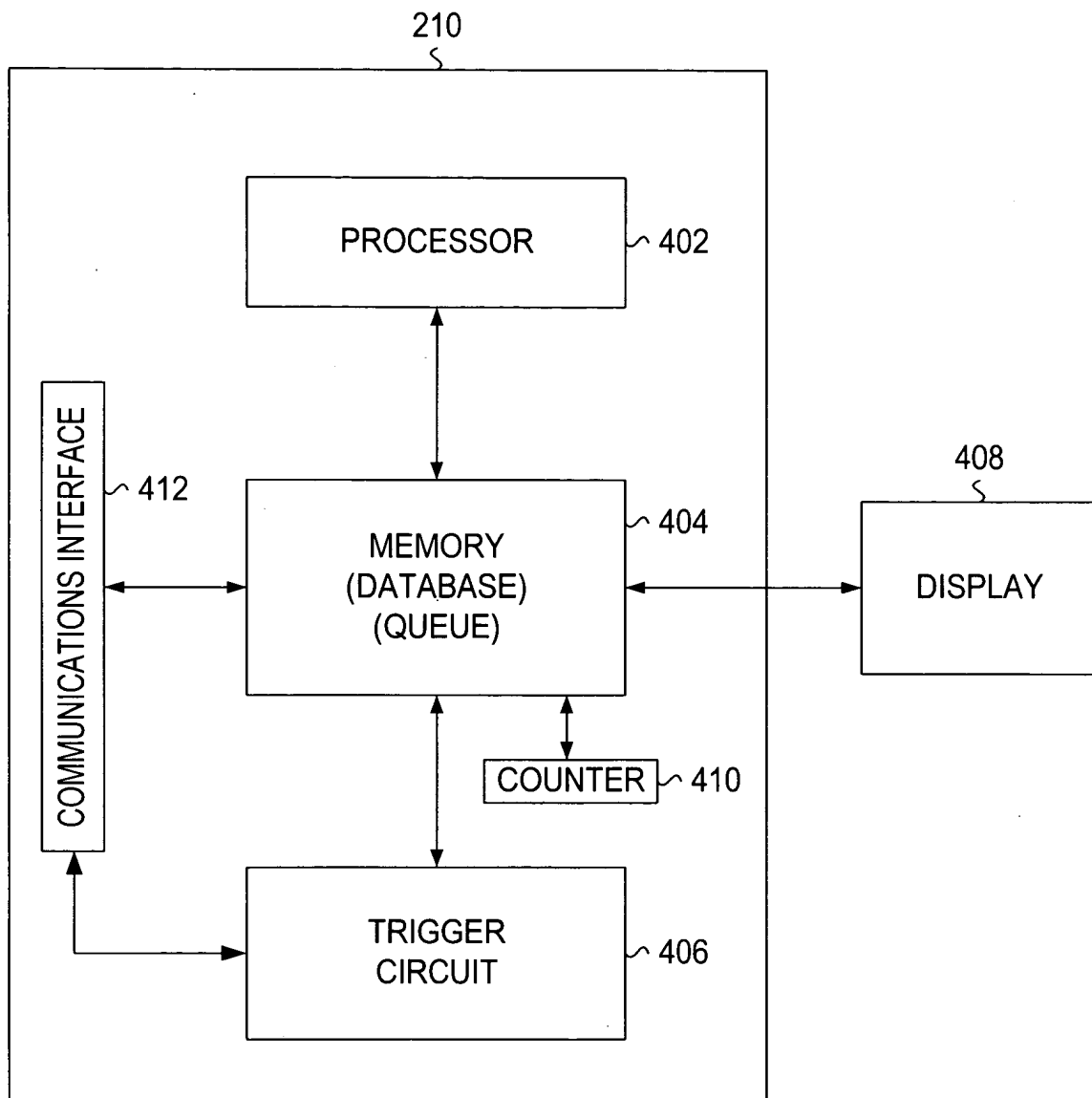
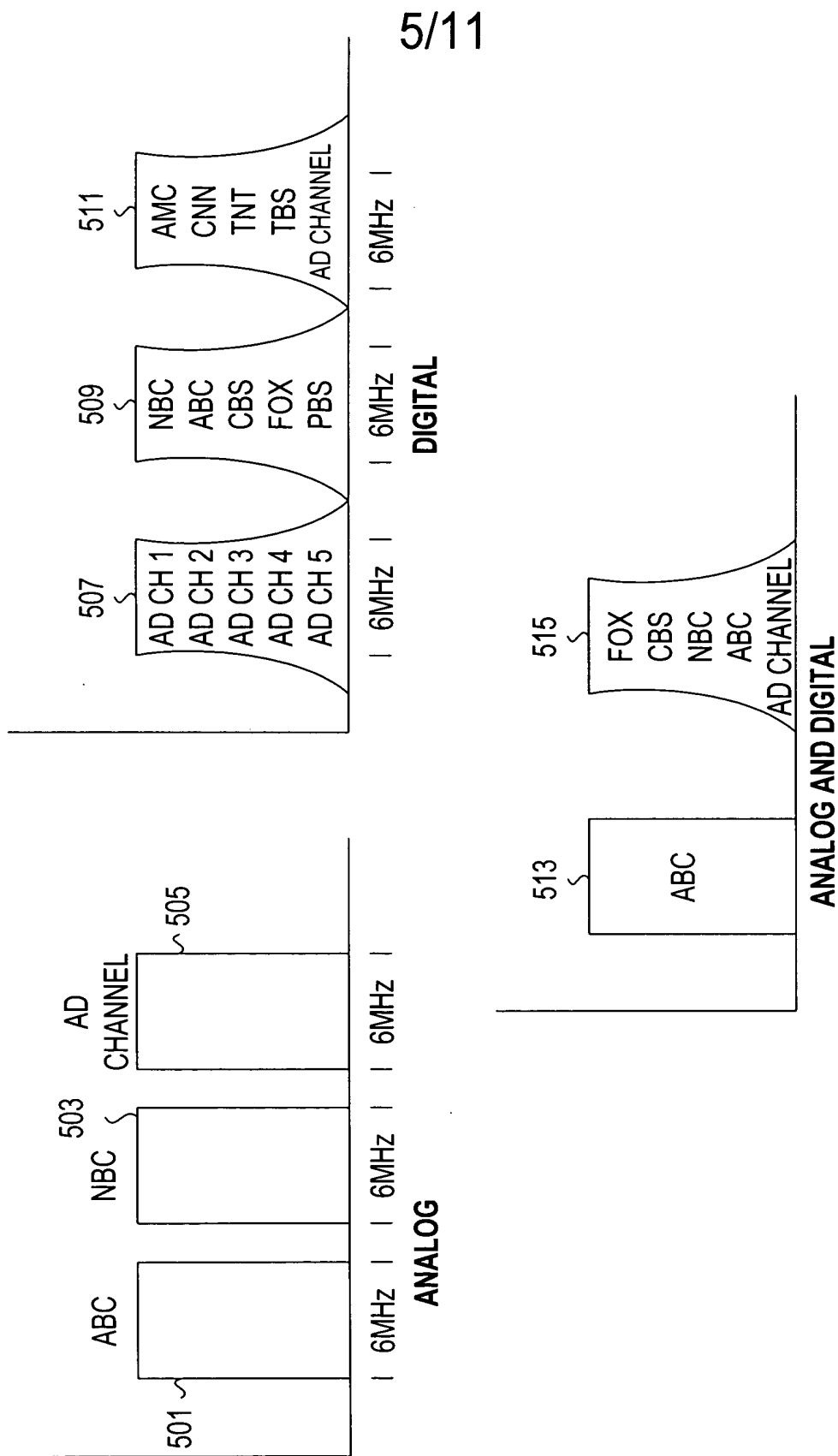


FIG. 3



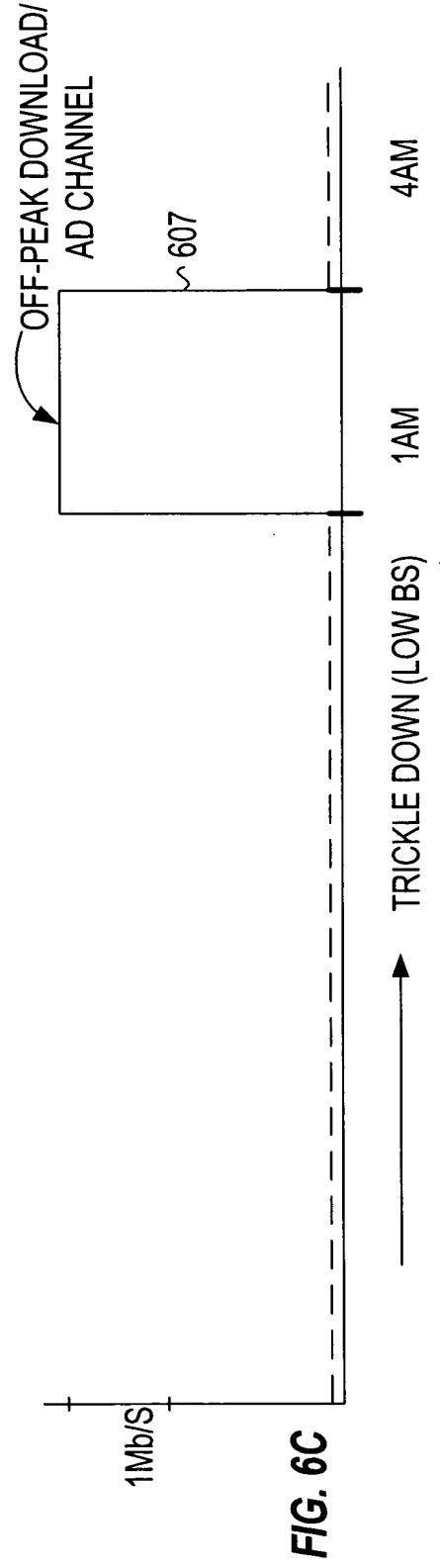
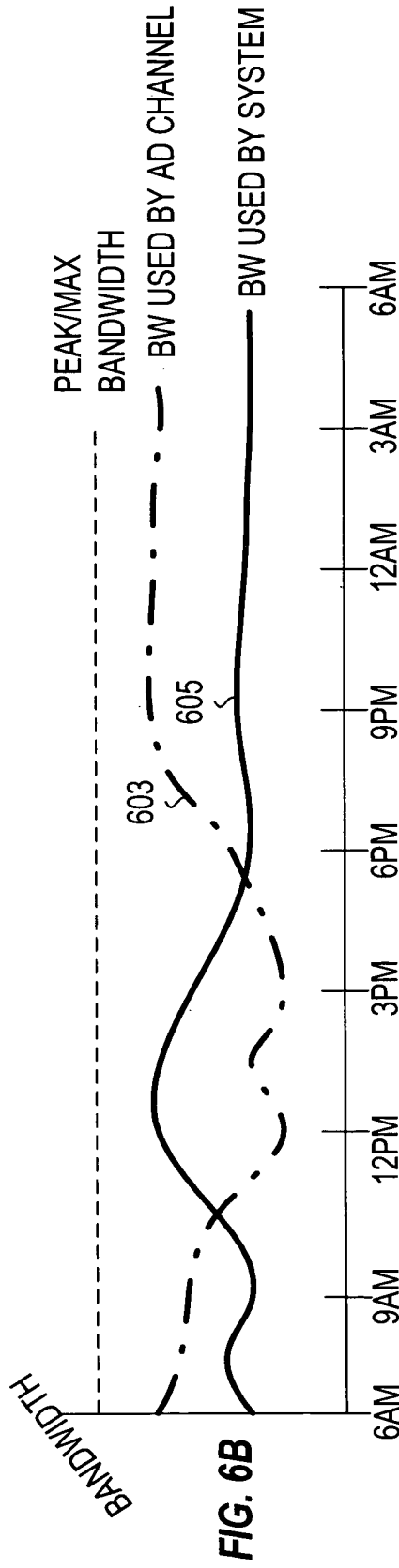
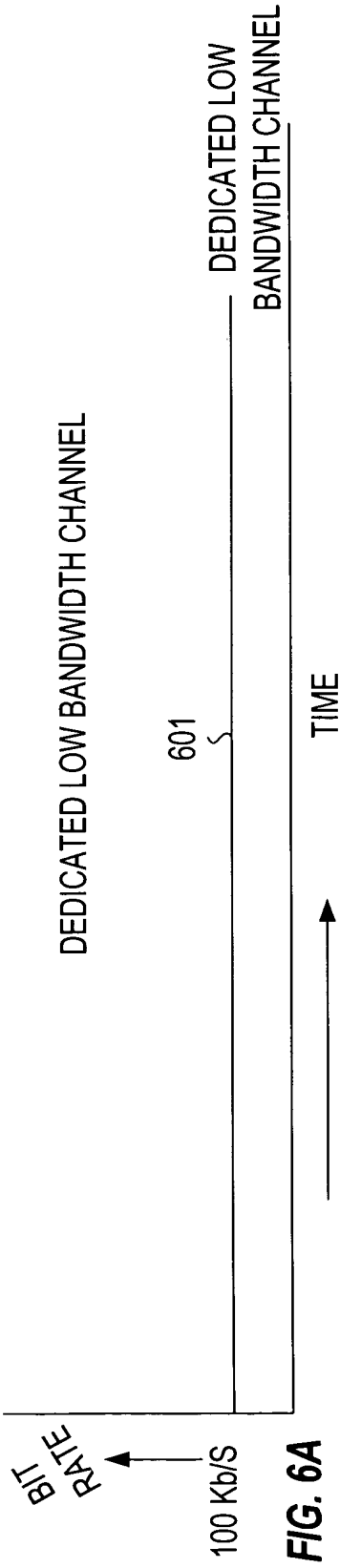
**FIG. 4**

# DEDICATED, HIGH BANDWIDTH AD CHANNEL



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FIG. 5



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$Q_1$	ARL <sub>1</sub> (FORD)
$Q_2$	ARL <sub>2</sub>
$Q_3$	ARL <sub>3</sub>
$Q_4$	ARL <sub>4</sub>
$Q_5$	ARL <sub>5</sub>
$Q_6$	ARL <sub>1</sub> (FORD)
$Q_7$	ARL <sub>6</sub>
$Q_8$	ARL <sub>7</sub>
$Q_9$	ARL <sub>8</sub>
$Q_{10}$	ARL <sub>9</sub>
$Q_{11}$	ARL <sub>1</sub> (FORD)

**FIG. 7**

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$Q_1$	$ARL_1 (FORD_1)$
$Q_2$	$ARL_2$
$Q_3$	$ARL_3$
$Q_4$	$ARL_4$
$Q_5$	$ARL_5$
$Q_6$	$ARL_6 (FORD_2)$
$Q_7$	$ARL_7$
$Q_8$	$ARL_8$
$Q_9$	$ARL_9$
$Q_{10}$	$ARL_{10}$
$Q_{11}$	$ARL_{11} (FORD_3)$

**FIG. 8**



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$Q_1$	ARL <sub>1</sub> (FORD)
$Q_2$	ARL <sub>2</sub>
$Q_3$	ARL <sub>3</sub>
$Q_4$	ARL <sub>4</sub>
$Q_5$	ARL <sub>5</sub>
$Q_6$	ARL <sub>6</sub>
$Q_7$	ARL <sub>7</sub>
$Q_8$	ARL <sub>1</sub> (FORD)
$Q_9$	ARL <sub>8</sub>
$Q_{10}$	ARL <sub>9</sub>
$Q_{11}$	ARL <sub>10</sub>
$Q_{12}$	ARL <sub>11</sub>
$Q_{13}$	ARL <sub>12</sub>
$Q_{14}$	ARL <sub>1</sub> (FORD)
$Q_{15}$	ARL <sub>13</sub>

**FIG. 9**

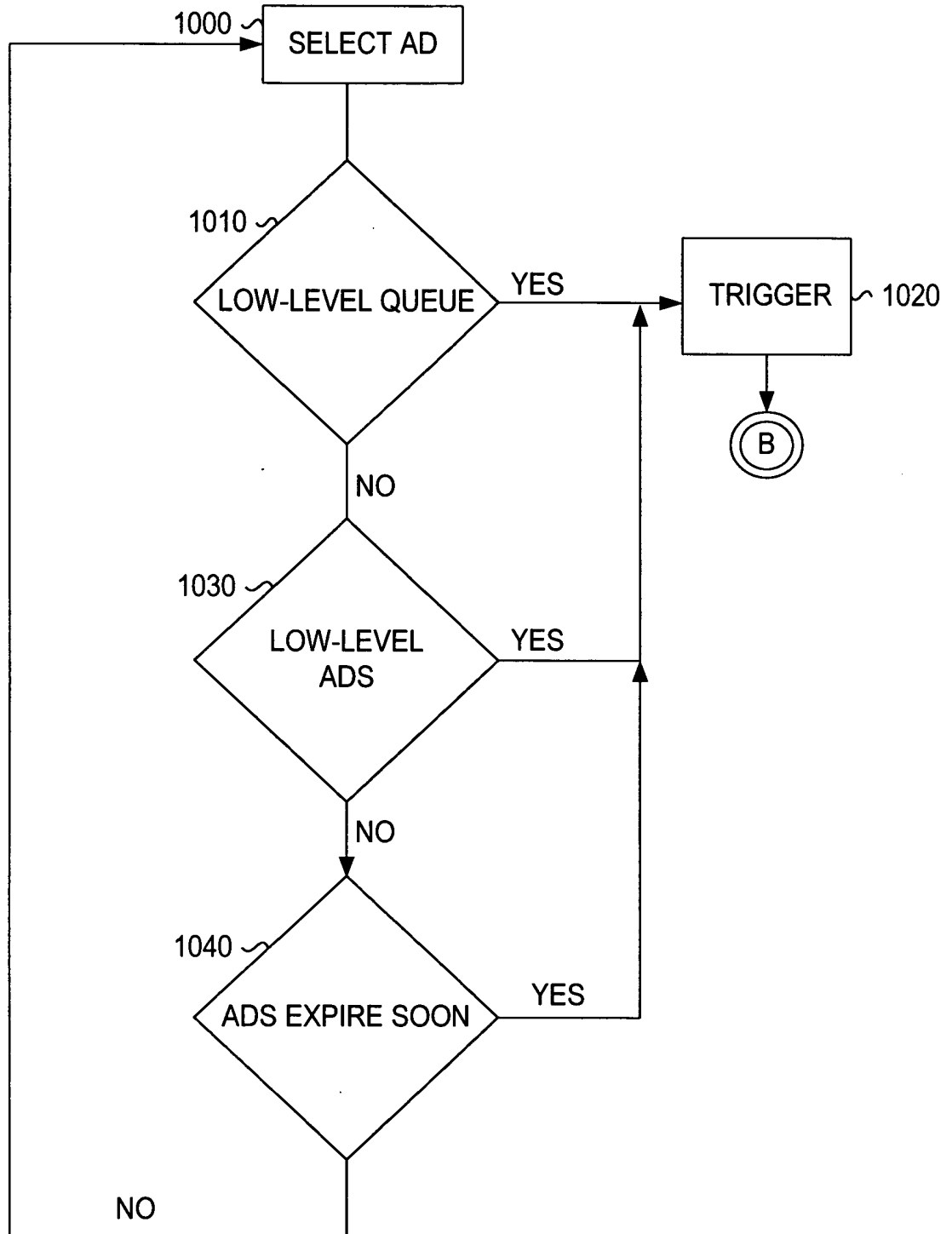


FIG. 10

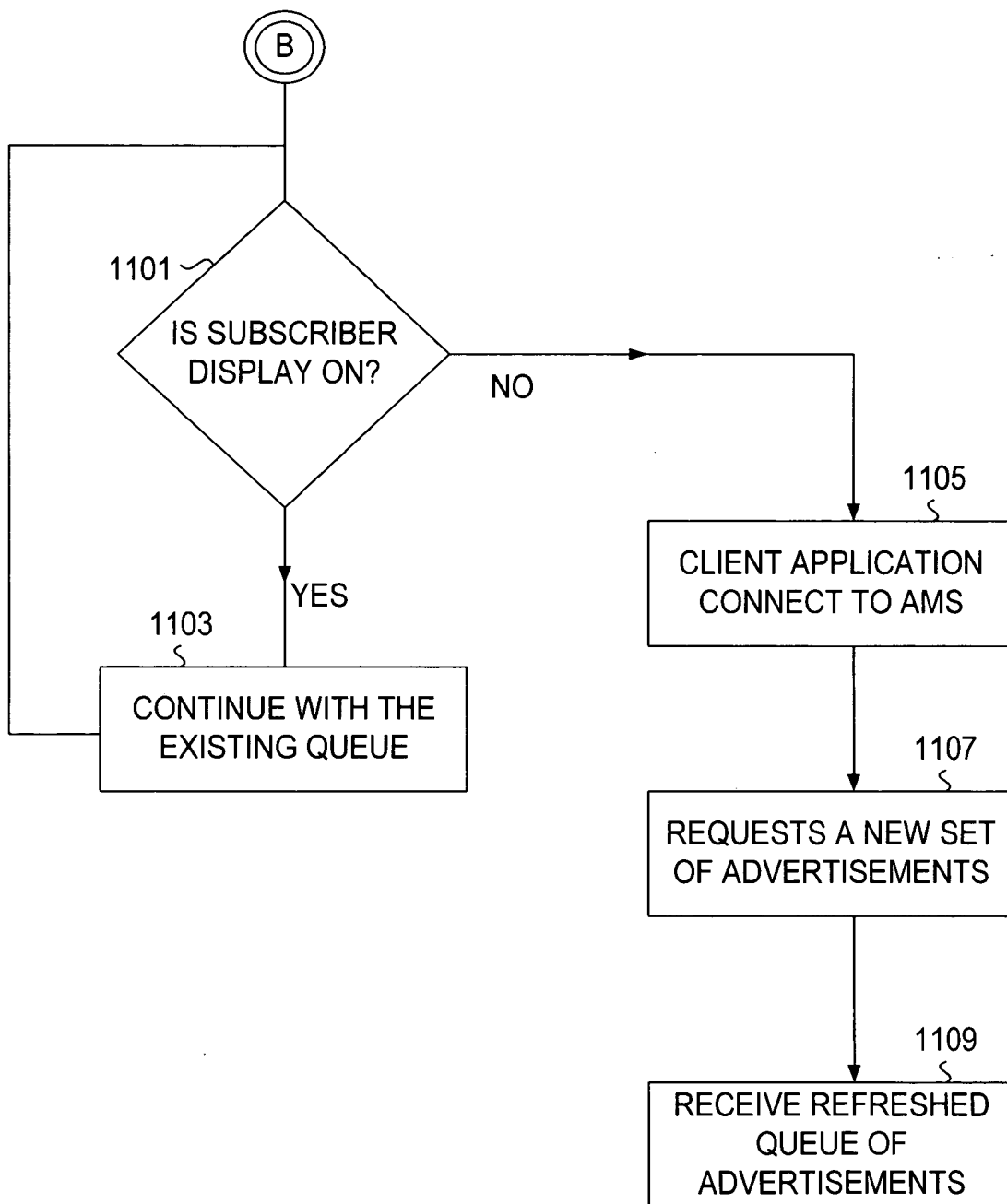


FIG. 11